

EXIT SALE

AND ITS

TEMPTING BARGAINS!

\$75,000! \$75,000!

Worth of Fine Clothing fresh from the pressing iron of the Tailors must be sold by January 31, 1894; at which time the building passes out of our hands. The slaughter of the regular prices will be tested at our store. We have got to hustle and something has got to move. Cost or value will cut no figure. We have got to sell. We repeat for the benefit of everybody—we are absolutely closing out our business.

Read carefully the remarkable cut prices quoted below:

MEN'S OVERGOATS.

Lot 1—Regular prices were \$25.00 Closing out price \$19.00
Lot 2—Regular prices were 20.00 Closing out price 14.50
Lot 3—Regular prices were \$15.00 Closing out price \$9.75
Lot 4—Regular prices were 12.00 Closing out price 8.50

MEN'S ULSTERS.

Lot 5—Regular prices were \$25.00 Closing out price \$18.00
Lot 6—Regular prices were 20.00 Closing out price 14.50
Lot 7—Regular prices were \$15.00 Closing out price \$9.50

MEN'S SUITS.

Lot 8—Regular prices were \$25.00 Closing out price \$18.00
Lot 9—Regular prices were 20.00 Closing out price 14.50
Lot 10—Regular prices were 15.00 Closing out price 10.75
Lot 11—Regular prices were 12.00 Closing out price 8.50
Lot 12—Regular prices were \$10.00 Closing out price \$ 6.50
Lot 13—Regular prices were 7.00 Closing out price 4.50
Lot 14—Regular prices were 5.00 Closing out price 3.50

BOYS' SUITS.

Lot 1—Regular prices were \$12.00 Closing out price \$8.00
Lot 2—Regular prices were 10.00 Closing out price 6.50
Lot 3—Regular prices were 7.00 Closing out price 4.50
Lot 4—Regular prices were \$6.00 Closing out price \$3.75
Lot 5—Regular prices were 5.00 Closing out price 2.75
Lot 6—Regular prices were 3.00 Closing out price 1.75

BOYS' OVERGOATS.

Lot 7—Regular prices were \$12.00 Closing out price \$8.00
Lot 8—Regular prices were 10.00 Closing out price 6.50
Lot 9—Regular prices were 7.00 Closing out price 4.50
Lot 10—Regular prices were \$5.00 Closing out price \$3.50
Lot 11—Regular prices were 3.50 Closing out price 2.50

Furnishing Goods Department.

Winter Underwear, hundreds of dozens of them for Men and Boys. Gloves and Mittens, Hats and Caps, from the cheap to the very finest qualities.

While the quantity is large would advise everybody to come as soon as possible, for our CLOSING OUT SALE will be a saving to you from 40 to 50 per cent.

SUCCESSORS TO
SEMMONS CLOTHING CO.

BETTMAN & CO.,

1029-1031 O STREET, LINCOLN, NEBRASKA.

MUST HAVE GOODEYE.

LOCOMOTIVE MEN HAVE TO PASS
SEARCHING SIGHT TESTS.

Various Methods Employed For Trying the
Sight of English Railway Employees.
Made Necessary by the Great Develop-
ment in Railway Operation.

One of the many qualities that require to be possessed by candidates for foot-plate honors is good sight. In fact it is the principal one on British railways. No sight aids of any description are allowed to be worn, and before being promoted the men must be able to pass satisfactorily a test which, with different companies, varies in severity. Some companies test periodically, while others only do so when the men are promoted to firing and driving, or when some accident occurs through a signal having been mistaken or passed at danger.

In justice, therefore, to the traveling public, as well as for their own interests, it is the duty of railway companies to see that the men they place in such responsible positions are thoroughly competent, as the speed at which trains are now run requires keenness of vision.

In the early days of railway enterprise, the train was often preceded by a man on foot—sometimes on horseback—whose duty it was to see the line clear, but with the rapid developments made in locomotive engineering it was soon found necessary to dispense with this "herald," and in due course fixed signals were placed along the route.

Thus the responsibility of seeing the position of signals and attending to them was placed upon the men in charge of the train—viz, driver, fireman and guard—for the latter in the event of an accident must be able to state whether the signal was clear or not, and his sight (also that of shunters and signalmen) is subjected to the same test as that of the locomotive men.

Various methods of testing have been resorted to, but the one which for a considerable period was used by railway companies, and which the men still most approve of, was testing by means of flags and lamps. The candidate was taken to a nice straight stretch, and another party with the flags (red, green and white) by day and lamp by night was sent forward about 600 yards and exposed the signals, which the candidate was required to name to the foreman or inspector present.

Some officials, however, do not approve of the candidate naming the colors, and in such cases what is known as the "wool test" has to be gone through. This consists of a bundle of various colored wools from which the candidate must pick out pieces he thinks correspond to skeins which are given him to match. In some companies the skeins are simply hung on a bar and the candidate asked to point out the danger colors, etc., without naming them, but as there are various kinds of color blindness, it is much better to use other colors as well as those in daily use on the line. Un-

doubtedly this is the correct method for testing color blindness if properly conducted.

But the method which at the present time seems most popular is what is known as the "card test." This is a piece of cardboard about 5½ inches by 5½ inches. In each of the four corners are the colors, red, green, blue and yellow, all very bright, while the space left between, about two inches, is divided into squares one-fifth of an inch, which at a distance of 15 feet corresponds to a bullseye 2 feet square 600 yards away. The candidate stands 15 feet from the card and names the colors as they are pointed out, also counts the number of blackened squares, which are varied in number by covering up some with a piece of paper.

Each eye is examined separately, both as to color sense and form, care being taken that the unused eye is simply covered and not pressed upon, as this causes irritation of both members. Having named the colors and counted the spots correctly, the candidate may congratulate himself that he has passed.

Generally speaking, the sight should be tested once every three or four years, as during that period accident or disease may have impaired the vision, while habitual smokers should be tested much oftener, as it has been ascertained that tobacco smoke has a deleterious effect on the sight.

As yet railway companies have not adopted a hard and fast test. Each has its own method, but as so many precious lives are entrusted to engine drivers and their mates, an exhaustive test should be made. Strictly speaking three tests should be gone through: 1. Wool test, to detect color blindness. 2. Object test, squares or small letters, for form. 3. Tested in darkened room with lamp for color ignorance, as it is important that the candidate should be able to name the colors. The lamp, having been lighted, is placed on a table, while the candidate stands about 20 feet off. A piece of cardboard with a hole about half an inch in diameter is placed over the face of the lamp, and various colored glasses passed in front, which the candidate should name, remarking whether lighter or darker than the previous one of the same colored group.—London Tit-Bits.

Ears and Character.
You never saw a poet or a painter with large, coarse ears that stand out from the head like extended wings. That kind of an auricular appendage betokens coarseness of mind. A long, narrow ear that lies flat to the head is a sign of pugnacity. Never trust a man with a thin, waferlike ear. He was born a hypocrite, if not a thief. A very small ear betokens a trifling mind, lacking decision. Ears set very high on the head indicate narrowness of mind. A large, well shaped ear that does not spread itself to the breeze is indicative of generosity. Most of the world's compellers had large ears and well developed noses. Although there are so many millions of people in the world, no two pairs of ears are alike. Each has a marked individuality.—New York Recorder.

NEWS NOTES.

Items of Interest Gathered During the
Past Week.

Whitebreast Coal and Lime Co.
All kinds of coal. Lester's 1241 O street.

Lincoln Coal company caters to the best trade.

Althea toilet preparatories at Rector's Pharmacy.

Jeckell Bros. Tailors, 119 north Third street.

David P. Sims, dentist, rooms 42 and 43 Burr block.

Fruited ice cream soda water made from the natural fruit, at Rector's Pharmacy.

For all social doings the Nebraska state band or orchestra is what is always most desired.

For dances and outings there is no such music in Nebraska as that supplied by the Nebraska state orchestra.

For rates and open dates of the Nebraska state band or orchestra apply at the COCKER office, 1134 O street, telephone 253.

What have you to trade for a Yost typewriter with eight drawer cabinet, in good condition, also a new two-seated canopy top survey? Call or address Lou Wessel, Lindell hotel.

When you want prompt service and fair treatment and the selection from the largest stock of groceries in Lincoln call on W. A. Coffin & Co., successors to J. Miller, 143 South Eleventh street.

Professor Johnson's dancing academy in the Lansing theatre is now open. Classes for ladies and gentlemen. Tuesday and Friday afternoon and evening. Juvenile classes Saturday morning and afternoon.

Professor Swain's ladies tailoring and dress cutting school. Thorough instructions. Lessons not limited. Dress making done with dispatch on short notice. Patterns cut to measure and all work guaranteed.

Ask your groceryman for the "Wilber Rolling Mills" Flour, Chas. Harvey, proprietor. Inquire for "Little Hatchet," "Nickle Plate," and "Bakers' Constance."

Every sack warranted.

No such line of canned fruits in the city as shown by W. A. Coffin & Co., 143 South Eleventh street.

The Lincoln Coal company, 1045 O street, handles all of the very best grades of anthracite and bituminous coal.

Never order an invitation until you have seen the samples of the work done by the new Courier Publishing Co.

"Moon, Ahoy!"

Regarding the seamanship of one of the members of the Massachusetts naval reserve: The incident occurred during the trip on the cruiser San Francisco, and voluminous as was the commendatory report of their doings which was sent to the navy department it did not include this incident.

On the second night that the reserves were at sea one of the amateur tars was on the watch. He was a Boston man. The night was clear and beautiful. Myriads of stars twinkled in the heavens, but there was no moon. Suddenly the reserve sang out:

"Light ahoy!"

"Where away?" asked the officer of the deck.

"Far, far away," replied the would be man-o-war's man.

When the officer had recovered from the shock occasioned by this unseamanlike answer, he looked over the rail in the direction pointed out by the man from Boston. Then he had another fit. The stern discipline which prevails on a cruiser at sea did not allow him to swear, but there was a word of meaning in the way in which he growled out: "What's the matter with you? Can't you recognize the rising moon when you see it?"

"Moon! Moon!" stammered the embryo sea dog. "I beg your pardon, sir." Then he shouted, as if making amends for his error, "Moon, ahoy!"—Boston Home Journal.

A Balloon Screw.

Some very interesting experiments have been recently made by M. Mallet respecting the action of a screw in producing vertical propulsion in a balloon, the results of which have been presented to the Academy. The screw was designed and set to work by M. Langlois de Saunier. It has a diameter of 7½ feet and turns round a vertical shaft fixed by two clamps to one of the sides of the car. M. Mallet succeeded, by imparting to the screw a velocity of 100 revolutions a minute, in raising the balloon, which has a capacity of 28,000 cubic feet, through a vertical space in the same time of 33½ feet.

Frequent repetitions of the same experiment invariably gave the same results. As the screw revolved, it necessarily caused the balloon to rotate also, but the movement was not found to produce any inconvenience, since the velocity did not exceed 0.04 of a complete revolution in a second. The author concluded his communication by a series of observations upon this particular mode of propulsion, pointing out that it was exceedingly well adapted for purposes of scientific experiments.—Genie Civil.

Without Argument.

A young lawyer talked four hours to a jury, who felt like lynching him. His opponent, a grizzled old professional, arose, looked sweetly at the judge and said:

"Your honor, I will follow the example of my young friend who has just finished and submit the case without argument." Then he sat down, and the silence was large and oppressive.

TOILET WARE

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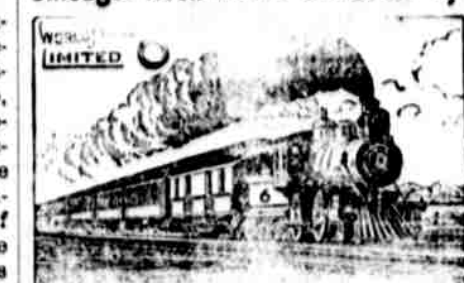
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Cherokee Strip, and the Tonkawa, Pawnee and Kickapoo Reservations, soon to be opened for settlement by the U. S. government. Millions of acres in the finest agricultural country under the sun, waiting to be tilled by the homesteaders' plowshare, this is almost the last chance to obtain one of Uncle Sam's free farms.

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